

FEDERAL AVIATION AGENCY

7H3
AGUSTA-BELL
AB-102

September 15, 1960

TYPE CERTIFICATE DATA SHEET NO. 7H3

This data sheet which is a part of type certificate No. 7H3 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder **Costruzioni Aeronautiche Giovanni Agusta S.p.a.**
Cascina Costa (Gallarate), Italy

I - Model Agusta-Bell AB-102, Approved August 18, 1960

Engine	Canadian Pratt & Whitney Wasp S1H4	
Fuel	80/87 minimum grade aviation gasoline	
Engine limits	Maximum continuous, (Sea level) 35.0 in.Hg., 2200 r.p.m. (550 hp.) (Straight line manifold pressure variation with altitude to 8000 ft.). 33.0 in.Hg., 2200 r.p.m. (550 hp.) Takeoff (five minutes), 36.5 in.Hg., 2250 r.p.m. (600 hp.)	
Rotor limits and operational engine speeds	Power On (Engine Tach.) Maximum 2250 r.p.m. Minimum 2100 r.p.m.	Power Off (Rotor Tach.) Maximum 297 r.p.m. Minimum 260 r.p.m.
Airspeed limits	Never exceed 110 m.p.h. CAS. Decrease VNE 5 m.p.h. per 1000 ft. altitude.	
C.G. range	(-6.06) to (+3.94)	
Datum	0.25 in. fwd. of the main rotor to mast hinge point.	
Leveling means	A leveling plate is located on the main fuselage beam on the right hand side of the engine compartment. Plumb line from the interconnecting beam.	
Maximum weight	6000 lb.	
No. of seats	8. Pilot and copilot (-81.8); passengers, 2 at (-51.3), 4 at (-23.7)	
Maximum baggage	440 lb. (+59). Do not exceed a uniformly distributed loading of 100 p.s.f. (See NOTE 4 for cargo capacity of cabin area).	
Fuel capacity	100 U.S. gal. total (95 U.S. gal. usable) (-22.1)	
Oil capacity	8. (U.S. gal. total and usable) (-2)	
Other operating limitations	See RAI Approved Flight Manual	
Rotor blade movements and flight controls	For rigging information, refer to the Maintenance Manual.	

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Serial Nos. eligible	The Registro Aeronautico Italiano Certificate of Airworthiness for Export endorsed as noted under "Certification basis" must be submitted for each individual helicopter for which application for certification is made.
Certification basis	CAR 10. Type Certificate No. 7H3 issued August 18, 1960. Date of Application for Type Certificate November 27, 1957. Each helicopter and any replacement parts manufactured in Italy must be designated as "import" and clearly labeled as such in accordance with CAR 10.30. A U.S. airworthiness certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the RAI containing the following statement: "The helicopter covered by this certificate has been examined and found to comply with U.S. Civil Air Regulation Part 6, dated December 20, 1956, including Amendments 6-1 and 6-2".
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification basis) must be installed in the helicopter for certification. Approved equipment is shown in the Costruzioni Aeronautiche Giovanni Agusta RAI Approved Master Equipment List for the Agusta-Bell Model AB-102 helicopter.

NOTE 1. Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each helicopter at the time of original certification and at all times thereafter. In order to obtain the most consistent weight and balance results, all model helicopters should be weighed on jackpoints rather than on skids. When changes are made to the helicopter which effect the weight and balance refer to the Flight Manual for instructions. The certificated empty weight and corresponding C.G. location must include unusable fuel of 30 pound (-22.1) which cannot be used safely in all flight attitudes and undrainable oil of 12 lb. (+16.0).

NOTE 2. The following placard must be installed on the instrument panel in full view of the pilot:
"This helicopter must be operated in compliance with the operating limitations specified in the RAI approved rotorcraft Flight Manual."
For additional placards, see the RAI approved rotorcraft Flight Manual.

NOTE 3. The retirement times of critical parts are listed in the following table.
These values of retirement or service life cannot be increased without FAA approval.

Nomenclature	Part No.	Replacement Period-Hours
Main rotor blades	48-101-032-1	1000
Grips	2100-1-1	120
Yoke	48-103-102-1	1500
Drag brace	48-101-051-2	300
Equilizer beam	48-103-123-1	2500
Pitch horn	48-103-128-1	2500
Mast	48-435-101-1	2500
Scissors lever	48-076-515-1	1000
Swash plate inner ring	48-076-520-5	1000
Scissors link fork	48-076-315-1	1000
Torque tube, lateral cyclic	5256-1-2	200
Lever, lateral cyclic	5256-2-1	2500
Lever, lateral cyclic	5256-3-1	2500
Torque tube assy., lateral cyclic	5257-1-1	2500
Tail rotor assembly	48-060-003-1	200

NOTE 4. The cabin floor area between Stations (-12) and (-68) is structurally satisfactory for a uniformly distributed loading of 200 p.s.f. when used for cargo purposes.

NOTE 5. These helicopters must be serviced and maintained in conformance with instructions provided by Costruzioni Aeronautiche Giovanni Agusta in the applicable maintenance manuals.

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